

Today's
Advertisements.THEATRE ROYAL,
CITY HALL.MR. HENRY DALLAS'
COMIC OPERA SEASON.LAST 2 NIGHTS.
LAST 2 NIGHTS.TO-NIGHT!
LAST NIGHT"The Belle of
New York."COMPLIMENTARY BENEFIT TO
MR. & MRS. DALLAS.MR. DALLAS
WILL SINGVESTA TILLEY'S LATEST
SUCCESSFUL SONG,
"BURLINGTON BERTIE."

SATURDAY,

LAST NIGHT OF SEASON.

"SAN TOY."

LAST NIGHT!
LAST NIGHT!

PLAN at ROBINSON PIANO CO.

BERTRAM HERMANN,
Business Manager.

Hongkong, 4th April, 1901.

SAILORS' AND SOLDIERS' HOME.
ARSENAL STREET.A CONCERT in aid of the Funds of the
above Home will be given on
TUESDAY, the 9th April, 1901,
at 8 o'clock.The following Ladies and Gentlemen have
kindly consented to give their Services:—
Mrs. HAGEN, Mrs. HAMILTON, Mrs. KELLY,
Hon. F. H. MAY, Mr. GRACE, Mr. DANENBERG,
Mr. KISSICK.
The Hon. J. J. KESWICK will preside.

ADMISSION,.....\$2, \$1 & 30 cents.

Obtainable from Mrs. KELLY or Rev. C.
BONE.
Hongkong, 4th April, 1901.

JUST LANDED.

HAMS! HAMS! HAMS!
FINEST WESTPHALIAN HAMS at
Moderate Prices.

CHOICEST SELECTION.

H. RUTTONJEE,
5, D'Aguilar Street and
21 & 22, Elgin Road, Kowloon.
Hongkong, 4th April, 1901.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. Houghton & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE.

NOW READY.

A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS AND
A FEW SUGGESTIONS FOR DEALING
WITH THEM.BEING A LECTURE DELIVERED
BY
THE HODD VOLUMES SOCIETY
BY
MR. H. E. POLLOCK,
Barrister-at-Law.To be obtained at the OFFICE of This Paper.
PRICE, 50 CENTS.

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED
THEREWITH.WOODCUT OF THE "TERRIBLE"
To be obtained at the OFFICE of This Paper.
PRICE 30 CENTS.As only a limited number have been printed
intending purchasers should send their Orders
early, for the issue of this interesting souvenir
will soon be exhausted.

Intimation.

A. S. WATSON & Co.,
LIMITED.WATSON'S
HYGIENOL.
(Registered)A POWERFUL DISINFECTANT,
GERMICIDE, ANTISEPTIC
AND DEODORISER.RECOMMENDED BY THE MEDICAL
PROFESSION.CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.This DISINFECTANT possesses
all the good properties of Carbolic
Acid, but is IMMENSELY SUPER-
ERIOR in being NON-POISONOUS—
even in its concentrated form; thus
avoiding risk of accident—and in
the facility with which it mixes with
COLD WATER in any proportion.
In its diluted state it will not injure,
stain, or corrode the person, metals,
furniture, cotton, linen, or woollen
fabrics.WATSON'S
PURE CARBOLIC
SOAPSwill be found most efficacious for the
prevention of contagious diseases of
all kinds.A. S. WATSON & CO. LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 4, 1901.

REUTER'S TELEGRAMS.

A MUTINEER SHOT.

LONDON, April 2nd.

One of the ringleaders of the mutineers in
the West India Regiment at Cape Coast
Castle has been court martialled and shot.BRITISH SOUTH
AFRICA.There is a general movement of Eastern
Transvaal Boers northward into bushveld in
view of the approach of winter.THE DIPLOMATIC SERVICE
IN CHINA.Over one thousand Orange River Colony
Boers have enlisted in General Baden-
Powell's constabulary.Sir W. C. Hillier, K. C. M. G. has been
gazetted acting First Secretary of Legation
at Peking.

WEATHER REPORT.

The Observatory report says:—
On the 4th at 11.55 a.m. the barometer has
risen on the China coast, fallen in Japan. The
depression is proceeding N.E. in the Sea of
Japan, and pressure is highest over the N.E.
coast of China. Gradients slight to moderate
with moderate to fresh monsoon in S. China
and the N. part of the China Sea. Forecast:—
Fresh or moderate E. winds; fine.

LOCAL AND GENERAL.

TO-MORROW being Good Friday, there will be
no issue of the Hongkong Telegraph.HONGKONG is declared to be an infected port
by a telegram from Singapore.The English Mail of the 2nd March was
delivered in London on the 30th March.The officers and men of the Australian Naval
Contingent arrived here to-day per s.s. *Chingtu*.SINGAPORE was declared an infected port on
the 20th of February last against arrivals at
Burma ports.Mr. G. H. Kemp, Acting Police Magistrate,
did not occupy his seat on the bench to-day
owing to indisposition.The mortality return from Macao shows that
there were 24 deaths during the week ended
24th of March, compared with the same num-
ber the previous week.A EUROPEAN or Eurasian matron for the
Federal Home for Chinese Women and Girls, at
Kuala Lumpur, Singapore, is required, vide ad-
vertisement.The report of the Quarterly Inspection Com-
mittee of the Sanitary Board (Messrs. E.
Osborne and F. H. May) was submitted at the
Board meeting this afternoon.Mr. Joseph H. Longford, the British Consul
at Nagasaki, writes that the outbreak of rinder-
pest which was prevalent some time ago is
now at an end. No case has arisen since the
7th of February last.The third series of the reports to The Malaria
Committee of the Royal Society, by Drs.
Stephens and Christopher (West Coast of
Africa) and Dr. Daniels (East Africa) was sub-
mitted at the meeting of the Sanitary Board
to-day.We are informed that Captain Talone da Silva,
Harbour Master at Macao, died suddenly
yesterday about 1 o'clock. He was about 45
years of age, and leaves a wife, but no family.
He was very popular, and is universally
regretted.We would remind our readers that Stainer's
"Crucifixion" will be given to-morrow, Good
Friday, by members of St. Peter's Church
Choir, assisted by friends, at the Soldiers
and Sailor Institute Kowloon. The Oratorio
commences at 8 p.m.

GOOD FRIDAY.

The Post Office will be closed on Friday,
the 5th instant, except from 8 to 9 a.m.
Correspondence for the Peak and Kowloon
may be posted up to 9 a.m. The Night Box
will be kept open. The Money Order Office
will be entirely closed.FROM Pondoland, a correspondent sends an
illustration of the grief with which the news of
the death of Queen Victoria was received by
natives by whom she was revered as the
"Great White Queen." When a Pondoland
chief heard the sad tidings of the beloved
Sovereign's passing away, he expressed him-
self in the following political words: "When I
look up into the sky to-night I shall see another
star."THE "freedom" of the following at once
stamps it as a clipping from the *Singapore
Free Press*:—"A lady correspondent writes to a
Ceylon Journal:—"Our local papers are some-
what dull just now, are they not? Beyond the
Municipal Scandals and the Over-production
Problem, there is little to interest the feminine
mind." (It is somewhat of relief to find that
the problem in question refers to nothing but
the tea-planting industry.)WILLIAM Allen, who is employed by the Wear
Fuel company, Sunderland, has been awarded
the Stanhope gold medal by the Royal Humane
society for the most gallant life-saving act out
of over 600 cases considered during the year.
Allen's feat was to enter a tar still 9 ft. wide
and 8 ft. deep, in which two men had been
overcome by gas fumes while trying to rescue
a third. Seeing the apparent fate of the three
men, Allen got into the still and saved all
three.A FIRE broke out at Fochow on the 26th ult.,
in the suburbs eastward of the long street and
not far from the river. Commencing at 3
o'clock it raged until 8 and consumed some 250
houses. The site of the out-break was close
to that of a conflagration of a few months ago,
upon which blocks of newly built houses had
just sprung up, and all of these perished in the
flames with the rest, bringing disaster upon dis-
aster on the unfortunate owners. One life is
reported to have been lost.The Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—

Dr. Gerlach	.....\$20
H. A. Bismail & Co.	.....10
A. Shaw	.....10
D. W. Craddock	.....10
R. W. Dale	.....5
Erich Georg	.....5
G. Girault	.....5
Arratoon V. Apar	.....5
Banker & Co	.....5
R. Becker	.....5
P. Brewitt	.....5
A. H. Chinoy	.....5

GOVERNMENT NOTIFICATION.—No. 204.
The following Regulation is published.By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3rd April, 1901.REGULATION.
Made by the Governor in Council under
section 2 of The Holidays Ordinance,
1875, this 3rd day of April, 1901.The Police Magistrate's Department shall
be, and the same is hereby, excluded from the
operation of the above recited Ordinance on the
5th and 8th April, 1901.R. F. JOHNSON,
Acting Clerk of Councils.
Council Chamber,
Hongkong.THUS the *Singapore Free Press* in a leading
article—it used to be the playful fiction of
French journals to insist that British recruits
were manacled together in tens to go to South
Africa, that they wept at the idea of going
ashore from the transports to face the Boers,
and that they had to be flogged down the
gangways of the ship on to terra firma! French
journalism is a perfect mine of comic delight,
but that picture, as an achievement of fictive
imagination, "claims the crumpe!" as the
British humourist would perhaps put it. More
than ever it is apparent that it is not love of
country, or racial animosity to the British,
or the high ambitions of the "Afrikander
Dream" that inspires the Boer to maintain his
"peep-bo" runaway game of guerilla warfare.He receives his inspiration in the direction of
his netherlands, through the piquant stimulus
of the stroke of the *spankboek*. So effective has
this disciplinary instrument proved in the
WET's hands, that it well deserves all the glori-
fication and immortality that song can confer.
Such as—The Dear Little Spankboek,
The Sweet Little SpankboekThe S. P. C. A. recommend one drachm of
Scheele's prussic acid as a painless method of
destroying dogs. A friend of ours, says the
Asian, lately administered this dose to a puppy
(retriever) 10 weeks old which was not
wanted, with the result that the pup was rather
more lively after taking it than he was before,
and is still alive!The mortality statistics for the week ended 23rd
of March last show a death rate per thousand for
the civil population of the Colony of 11.1 with
the same rate the week previous; for the land
population 15.4 against 15.6 the previous week;
for the land and boat population, 15.0 with the
same rate for the week before; for the Colony,
British, Foreign and Chinese, excluding army
and Navy, 14.9 for the two weeks in question.
The rate for corresponding week last year
was 27.3.FRENCH INDO-CHINA.—Tenders are invited,
until July 1, for the Construction of a Quay on
the right bank of the Saigon River, near Kian-
Fai-Seng. A provisional deposit of 20,000
francs is required. Specifications may be ob-
tained from the Direction of Public Works at
either Saigon or Hanoi, or at the office of the
Ministry of Colonies, Paris.—Tenders are also
invited, until May 9, for the Construction of a
High-way Bridge over the Arroyo-Chinois. Pro-
visional deposit, 6,000 francs.—Specifications
may be obtained as above.A Peking telegram of 23rd ult., published by
the *Asahi*, says:—Russia continues to press
the Chinese Government to ratify the treaty
regarding Manchuria and insists that it must
be signed on or before the 26th. Li Hung-
chang, who holds that it is useless to defer the
matter any longer, has consented to the Russian
demand. The Japanese Minister to Peking
called on Li yesterday and advised him to
refuse ratification. Li pointed out that it was
impossible to resist the Russian pressure any
longer and asked the Japanese Minister if
Japan would oppose the Russian Government,
and help China, even by force of arms if
necessary. The Japanese Minister reserved
his reply. The situation is critical.Mr. G. A. CALDWELL, whose name has been
associated so long with the Hongkong and
Whampoa Dock Company, was on Tuesday
evening presented with a diamond scarf-pin.
from the Staff on the occasion of his depart-
ure for England on a holiday, owing to ill-
health. Mr. Hoile, the book-keeper, made the
presentation on behalf of the staff, to which Mr.
Caldwell suitably replied, in a few well chosen
words. Mr. Caldwell also received a present
of a handsome silver salver. We understand
Mr. and Mrs. Caldwell and family sail to-mor-
row morning by the *Tamha Maru*. He will be
much missed here during his absence, but we
hope that ere long he may return again to his
duties in his usual health and strength.ENGLISH sportsmen contemplating a visit to
India are invariably assured that they need
have no fear of snakes; but there is the ghastly
record of twenty thousand deaths per annum to
be set against these comforting assurances,
observes "Ranger" in the *I. S. and D. News*.
How many of such deaths are murders, no one
can tell; but there can be doubt that a good
many persons are thus got rid of by their
enemies. A vigorous young cobra is put into
the hollow of a bamboo and there securely
tied, with just enough of his head outside to
enable him to bite. When such a weapon is
pushed to the side of a sleeping man his fate is
sealed; for the infuriated snake strikes at once.
There was a widespread belief, in my time,
that this form of murder prevailed extensively
in some parts of India—Bengal especially.

TREATRE ROYAL.

We have now only two more opportunities
of seeing the Dallas Company in Hongkong
this season, as they depart for Singapore after
Saturday night's performance of "San Toy.""The Belle of New York" occupied the stage
last night and very successful was the produc-
tion. This is undoubtedly one of the Company's
best pieces and they could not have done better
than place it again before the notice of the
public. The Company will present "San Toy"
on Saturday, there being no performance to-
morrow. Those who have not seen "San Toy"
cannot do better than attend the last
performance by the Company here.THE RESIGNATION OF DR. HART-
GAN FROM THE SANITARY
BOARD.Correspondence relative to the resignation
of Dr. Hartigan from his seat on the Sanitary
Board was submitted at the Sanitary Board
meeting this afternoon.Most of the letters have already been pub-
lished. The following is the reply to Dr. Hartigan
dated 25th of March from the Colonial Sec-
retary's Office:—
I am directed to acknowledge receipt of
your letter of the 18th instant resigning your
position on the Sanitary Board and enclosing
a copy of the letter in which you have informed
the rate-payers of the reasons which impelled
you to take that course.His Excellency the Governor regrets that
you have withdrawn your valuable assistance
from the Sanitary Board and would point out
that you underestimate the service which you have
rendered to the community as a member of that
Board, which is undoubtedly one of the most
responsible paragraphs of your published letter,
and the recommendations of which have been
freely adopted by the Government, both as to
the personnel of the Department, the adoption
of Sanitary legislation, and the execution of
public works recommended.The cost of the Sanitary Staff in 1898 was
\$105,018. The estimated cost for 1901 is
\$152,003, while within that time, which corre-
sponds with the period during which Sir Henry
Blake has administered the Government of this
Colony, a sum of \$1,148,811 has been expended
in carrying out Sanitary Work, recommended
by the Board, and a further sum of \$302,450 is
included in the estimates for the current year.
Legislation of a far-reaching nature has
also been adopted at the suggestion of the
Board, whose services to the Colony His
Excellency appreciates very highly, and while
indeed regretting your departure, he is glad to
welcome you to the Colony.fact that during the past year, when many
important resolutions were debated, there was
not a single instance in which all the Official
Members voted on one side and all the Un-
official members on the other side.
Hon. F. H. May minutes.—The answer
should be published.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, April 3rd.
Rumour in the city has it that the Viceroy,
To Mo, has received a telegram from the North
to the effect that a peaceful settlement of
affairs is impossible. This piece of news is
supposed, according to reports from His Ex-
cellency's Yamen, to have made the Viceroy quite
gloomy—so much so, that he scarcely speaks
to those about him.
The situation is watched with the keenest
interest by the thinking, newspaper-reading
portion of the Cantonese, and it is not regarded
as so hopeful as it was a month ago.

IDOL FESTIVAL AT POLO.

The annual worship at the Polo temple was
celebrated on Sunday and Monday. Hundreds
of people were conveyed to this place, which
is nine miles from Whampoa, by steam
launches, which made special trips. Now in
this connection your readers may have
heard of the famous Polo paper chickens,
which are said to crow; but possibly they
may be ignorant of the interesting fact, that
there is enshrined in the Polo temple an idol,
which is supposed to embody the spirit of a
foreigner who died there several centuries
back. The Chinese explain that this foreigner
belonged to one of the sailing ships, that
traded with China in those days, and that near
the time of sailing, he had wandered off to
Polo to witness an idol procession, and as he
returned to the bank of the river, he beheld a
sight which turned his brain. Away down the
river with every stitch of canvas set he saw the
ship, which had given him up for lost or dead.
One version of this strange incident, which
has been handed from generation to genera-
tion among the people, is that the man died
of a broken heart; or, as they put it, "wept to
death." The other is, that his mind became
unhinged and that he died shortly afterwards
of insanity.In any case he became a fairy after his de-
cease, and was, consequently, installed among
the tutelary deities of the neighbourhood, and
worshipped with the same reverence as if he
had been a notable and worthy prefect or
governor.
Tradition leaves us entirely in the dark as
to the seaman's nationality and surname; but
it is just possible, that the history of the
Canton province, which is a voluminous work,
complete in one hundred and eighteen tomes,
may furnish more details.

A PILGRIM FROM JERUSALEM.

The days of pilgrimages to sacred tombs are
not over, as we may infer from the following.
Quite recently, it seems, a French priest, who
was stationed for eighteen years in Jerusalem,
arrived in Macao and requested the authorities
there for a launch and a guard that he might
visit the grave of Francis Xavier, who was
buried on one of the islands opposite the Por-
tuguese colony. Evidently the authorities are
not keen on pilgrimages for insuperable diffi-
culties were raised, among others that of the
probability of encountering pirates which infest
those regions, and thus just as the pilgrim was
about to reach the goal of his ambition his
hopes were dashed to the ground. However,
the pilgrim, bent on seeing and venerating the
tomb of the far famed saint, tried Hongkong,
and again he met with disappointment. Some
travellers, having had cold water poured on
their cherished scheme by both colonies, might
have given up in despair; but not so with this
priest. Discouraged both in Macao and Hong-
kong he came to Canton, and sought out the
representatives of his own church and begged
them to assist him. They, too, it would appear
did not fall on the neck of this travel stained
pilgrim and bless him for such devotion to the
saints of history; still, they so far favoured his
project as to secure a native, who should act
as guide.Then when the enthusiast from the Holy
Land started off on a passage boat with a
Chinaman for a companion and guide his
hopes were near realisation. To his chagrin
and surprise, however, the guide fell ill during
the voyage to the town in the delta from which
they were to travel by a small boat to the
sacred spot, and informed the priest, that it
was imperative that when they reached this
town he should visit a certain chemist, who
was a particular friend, and that, moreover,
being unwell he would not be able to carry out
his contract; but that he would engage another
man to take him to his destination. A correct
diagnosis of the guide's sudden collapse would
probably be pirates! The priest began to feel
that the case was hopeless, and wisely decided
not to trust himself into the hands of any per-
son whom his guide might suggest.The crafty and cowardly guide returned with
his ill-fated companion to Canton, where the
latter is reported to have said in a state of utter
dejection. "Pilgrimages do not seem to be in
favour in these days."Such was the inevitable conclusion at which
he had hesitatingly and unwillingly arrived.
The last that was heard of this undaunted
pilgrim was that the French authorities here
had received him on board a gunboat bound
for Akko, where he will pay the vow he made in
Jerusalem.

THE PLAGUE.

Number of cases reported	(Chinese).....79
up till noon of the 3rd	(Other Asiatics) 0
April, 1901	(Europeans).....0
Number of cases reported	(Chinese).....3
during the past 24 hours	(Other Asiatics) 0
	(Europeans).....0
Total number of cases reported to date	.....83

Number of deaths reported	(Chinese).....75
up till noon of the 3rd	(Other Asiatics) 0
April, 1901	(Europeans).....0
Number of deaths reported	(Chinese).....4
during the past 24 hours	(Other Asiatics) 0
	(Europeans).....0
Total number of deaths recorded to date	.....79

SMALL-POX.

Number of cases reported	(Chinese).....43
up till noon of the 3rd	(Other Asiatics) 0
April, 1901	(Europeans).....10
Number of cases reported	(Chinese).....0
during the past 24 hours	(Other Asiatics) 0
	(Europeans).....0
Total number of cases reported to date	.....53

Number of deaths reported	(Chinese).....33
up till noon of the 3rd	(Other Asiatics) 2
April, 1901	(Europeans).....0
Number of deaths reported	(Chinese).....0
during the past 24 hours	(Other Asiatics) 0
	(Europeans).....0

AT THE MAGISTRACY.

THE ATTACK ON THE VICTORIA GAOL.
WARDENS AND ASSISTANT
SUPERINTENDENT.Before Mr. Hazeland yesterday afternoon,
the three Chinese convicts, Mok So, Ip Sam,
and Yeung Fuk, who were charged on remand
with feloniously and maliciously wounding R.
H. Craig, Assistant Superintendent at Victoria
Gaol, with intent to kill and murder, also with
wounding with intent to do grievous bodily
harm, on the 27th of March last, were com-
mitted for trial at the next Criminal Sessions.
The Hon. F. H. May, C.M.G., (Captain
Superintendent of Police) prosecuted.

OPINUM.

Before Mr. Hazeland this morning, Ng Lam,
trader of no fixed abode, was charged with
unlawfully being in possession of 22 taels of
prepared opium.
His Worship fined the defendant \$400 or in
default of payment two months' hard labour.
He went to prison.

FOOCHOW TEA TRADE.

The comparative figures of the Deliveries of
China tea in London and Australia are cor-
respondingly disappointing, says the *Echo* of the
20th ult., notwithstanding that the lowness to
which prices have fallen have made the attrac-
tive to buyers if solely on account of its unpre-
cedented cheapness. It has been apparent for
some time past that Foochow tea, with in-
significant exceptions, is only bought in
London to mix with that from India and
Ceylon, and not then until the importer, tired
of holding, parts with it at a price below the
cost of production.Under these circumstances the prospects for
the trade are exceedingly gloomy. The Chinese
were losers last year and will act with
great caution this year. They know, as well as
we do, the low scale of prices current in the
consuming markets and will run as little risk
as possible. Everything points to diminished
supplies next season. The money usually ad-
vanced about this time of the year is not forth-
coming, the native banks giving as a reason
for withholding facilities, the unsettled state of
affairs in the north. Thus the tea men will have
to fall back on their own limited resources,
which the well-informed say may be taken to
mean that a considerable portion of the first
crop will not be picked at all; and if present
current prices in the consuming markets are to
be any guide to the Chinese in their later
operations in the season, the export figures at
this date next year will compare very unfavour-
ably with those just published.TWO CURES FOR
LOVE-SICKNESS.A San Francisco scientist undertakes to cure
the most obstinate case of love-sickness by
means of hypnosis. He is, he avers, able to
show testimonials from patients who have been
through his hands. Still, hypnosis is not
nearly so effective as the advice given as to
how to dispose of a slighted and despondent
lover in a black-letter chap-book of the time of
Queen Elizabeth. The advice runs thus:—
Tye one end of a rope right over a beam,
And make a slip noose like the other extreme,
Just under the beam let a bucket be set.
On it let the lover most manfully get.
Rights over his head let the sauciest be gott,
And under his ear well fasted the knot.
The bucket kicked clear, let him take a full
swing,
And leave all the rats of the works to the
string!

LIQUID FUEL.

SUCCESSFULLY TRIED BY THE DUTCH
ROYAL STEAM PACKET CO.THE following translation from the *Jawa
Bode* of the 18th ult., concerning the trial of
the new steamship *De Akerk* with

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU.....	MARSEILLES, LONDON, ANTWERP and AMSTERDAM, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 5th April, at Daylight.
INABA MARU.....	KOBE and YOKOHAMA	FRIDAY, 12th April, at Daylight.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at Noon.
IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April, at Noon.
SHINANO MARU.....	KOBE and YOKOHAMA	FRIDAY, 26th April, at Daylight.
YAWATA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Hongkong, 3rd April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG.....	HAVRE and HAMBURG	About 8th April.
SIHIRIA.....	HAVRE and HAMBURG	About 15th April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to G. A. L. WITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.
U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
VIA INLAND SEA OF JAPAN AND HONOLULU.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.

THE U.S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

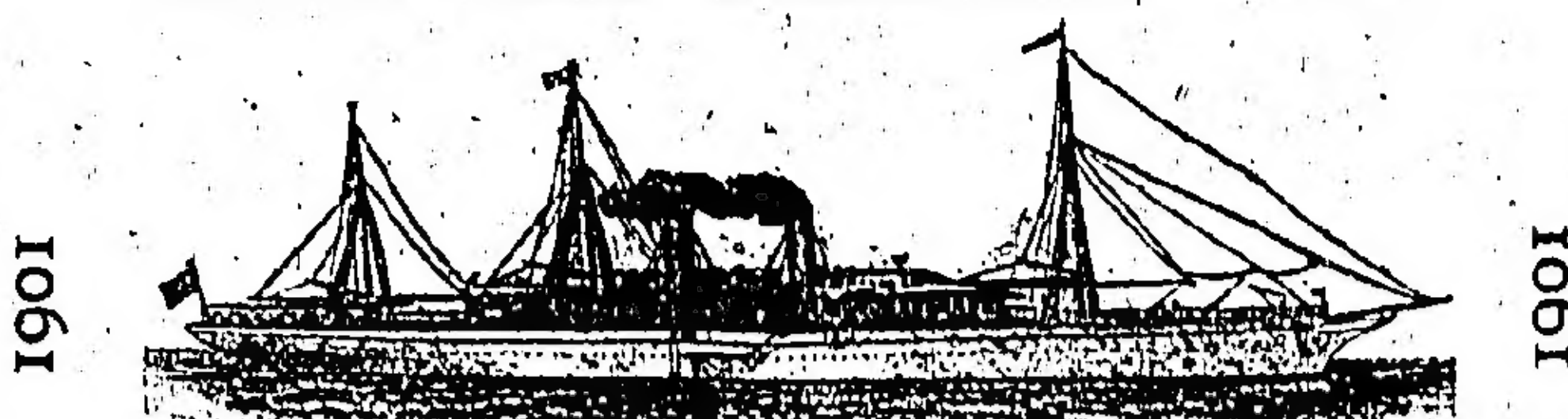
GEORGE ECKLEY,

Acting Agent.

GEORGE ECKLEY,

Acting Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway and Mountain Hotels of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 1st June, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Bergenhuss..... about April 30

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about TUESDAY, the 30th April.

Through Bills of Lading issued to any point in the United States, will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 3rd April, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	9th instant.
MANILA VIA AMOY.....	"SUNGKIANG".....	10th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 3rd April, 1901.

[31c]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW.....	"ULYSES".....	11th April.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	10th April.
"	"DARDANUS".....	2nd May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"IDOMENEUS".....	16th April.
"	"AGAMEMNON".....	23rd April.
LIVERPOOL (DIRECT).....	"TANTALUS".....	15th April.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. & Co.

Hongkong, 3rd April, 1901.

[12]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 5th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st April, 1901. [388c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "THALES," Captain Robson, will be despatched for the above Port, on SATURDAY, the 6th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 3rd April, 1901. [390c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship "MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st April, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "YUENSANG," Captain Rolfe, will be despatched as above on TUESDAY, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd April, 1901. [391c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 10th April, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th March, 1901. [321c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AUSTRALIAN," Captain P. Helms, will be despatched as above on THURSDAY, the 11th April.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th March, 1901. [364c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Auction.

GOVERNMENT NOTIFICATION.

No. 179.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

TUESDAY, the 9th day of April, 1901, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 23rd March, 1901. [394c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday, the 9th day of April, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Bowen Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal as CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 Years.

PARTICULARS OF THE LOT.

Inland Lot No. 1033	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	
			N.	S.	E.	W.	Annual Rent.	
			ft.	ft.	ft.	ft.	\$	
		Howen Road.	250	250	100	100	25,000	175

IS EUROPE PLAYED OUT?

ITS COMING STRUGGLE FOR LIFE WITH THE UNITED STATES.

In his "New Industrial Revolution," which appears in the pages of *The Atlantic Monthly*, Mr. Brooks Adams, the distinguished American writer upon economics, has advanced a stage further in his interpretation of the future. He has already compared the economic systems of England and the United States, and arrived at the conclusion that England is in decay. But now he takes the larger unit, in which England is but a part—Europe—and decides that Europe also is "played out."

The predominance of Europe in the past he examines and ascribes to these causes:

"A tongue of land deeply indented by the sea and penetrated throughout by rivers navigable, at least, for small craft, Europe could market what it had to sell within the treasuries of Asia and America far inaccessible. This advantage she retained until within about twenty years, and the new industrial revolution has been at once the cause and the effect of its loss. Even a generation ago competition remained much upon the basis of the eighteenth century. Although tending to shrink the margin of profit stored broad enough to spare the individual trader, and distance afforded Europe protection against the attack of more favoured communities, America, for example, did not harass France or Germany. On the contrary, America offered these countries the best market for their surplus."

HAYOZ DONE BY AMERICAN RAILWAYS.

That is to say, Europe's commercial advantage was due to cheap and easy transport, and to the absence of organised competition by a richly endowed rival. The British, the European railway system, was developed before that of the United States. Yet till America had a perfect railway system with low rates of transport, she could not invade the European market.

"In 1860, with the facilities then existing, neither iron, nor coal, nor grain, nor meat could be exported from America in competition with the product of British mines or farms; while, on her side, Great Britain could sell her manufactures in the United States almost at her own price. The reason for this is obvious. A generation ago, landrates of transportation could not be made even to approximate sea rates; therefore, iron, for instance, could not be brought from the interior to the ports. England had substantially no land carriage. Her resources lay on the coast."

"In these years Great Britain accumulated great sums in ready money, mostly, perhaps, through the returns of agriculture. The manufacturing population grew apace—eating much yet producing no food; nevertheless they paid for food liberally, because the revenue from America provided ample wages."

These wages finally lodged in the hands of the landlord in the shape of rent, and the landlord and manufacturer accumulated great savings, a large part of which went into foreign securities and American railways. But in the decade after 1870 transport immensely improved. The cost of moving a bushel of corn by sea from New York to Liverpool shrank from 10d. to 4d., thus cheapening wheat in England and diminishing the British farmer's profits. Adding in the further reduction in railway rates in America effected in this period, the British farmer lost what was equivalent to a protective tariff of 10 per cent. Since 1880 there has been a further cheapening of transport, with the result that land has more and more gone out of corn cultivation in England. Indeed, the acreage under wheat is now about half what it was in 1873.

ENGLAND LIVES ON CAPITAL.

England still sent her manufactures abroad, but she did not spend the profits received for them in paying for food at home. On the contrary, in this period began a steady selling on her part of American bonds and shares, the volume of which may be gauged from the fact that a generation ago she held more than half the stock of the Pennsylvania Railroad. This sale was necessary, as less and less was being produced from the English soil and from the English mines; and while our exports did not swartedly increase, our imports of food and raw material steadily swelled. England, in fact, was living, not on what has been christened her "invisible export," but upon her capital.

Meantime the United States had been building railways, laying down plant, consolidating and improving the means of production, and repaying what they owed abroad.

"What America owed abroad can never be computed; it is enough that it reached an enormous sum, to refund which, even under favourable circumstances, would have taken years of effort; actually forced payment (in the financial crisis of 1893) brought the nation to the brink of a convulsion. Perhaps no people ever faced such an emergency and paid, without recourse to war, America triumphed through her inventive and administrative genius. Brought to a white heat under compression, the industrial system of the Union suddenly fused into a homogeneous mass. One day, without warning, the gigantic mechanism operated and two hemispheres vibrated with the shock. In March, 1897, the vast consolidation of mines, foundries, railroads, and steamship companies, centralised at Pittsburgh, began producing steel rails at \$3 1/2 the ton, and at a bound America bade the world. She had won her great wager with a victory; she had less at her feet; she could flood the markets of a small, decentralised, and half-exhausted peninsula with incalculable wealth."

DRIVEN TO CHINESE COAL.

This "small, decentralised, and half-exhausted peninsula" is Europe—Europe supplied with coal and iron, badly organised in the face of conquering America.

"The end seems only a question of time. Europe is doomed not only to buy her raw material abroad, but to pay the cost of transport. And Europe knew this instinctively in March 1897, and nerved herself for resistance. Her best hope, next to a victorious war, lay in imitating America, and in organizing a system of transportation which would open up the East."

"Carnegie achieved the new industrial revolution in March 1897. Within a twelvemonth the rival nations had emptied themselves upon the shore of the Yellow Sea. In November Germany seized Kiaochow, a month later the Russians occupied Port Arthur. On the following April the English appropriated Weihai-Wei; but the fact to remember is that just 400 miles inland, due west of Kiaochow, lies Tze-chau, the centre, according to Richtshofen, of the richest, and the most deposits used by the Chinese coal actually sells at thirteen cents the ton. Thus has come to pass that the problem now being attacked by all the statesmen, soldiers, scientific men, and engineers of the two eastern continents is, whether Russia, Germany, France, England, and Japan, combined or separately, can ever bring these resources on the market in competition with the United States."

This is a new view and a striking view. Yet it cannot be denied that it was economic pressure which drove Europe inexorably to the East.

EUROPE'S WEAPONS.

But Europe is not likely to surrender without struggle.

"Though now the position of Europe is untenable, her energy is not exhausted, therefore she will presumably seek means of defence. If she cannot expand, she will doubtless consolidate, and try to compensate for inferior resources by superior administration. Should all else fail, she will, unless the precedents of history are to be reversed, resort to war. Probably without exception, sinking communities have fought for life. Upon the same principle, the present economic situation logically points toward a collision."

Yet the disadvantages of Europe in this life-and-death struggle are obvious:

"Europe stands at a disadvantage, whether in war or peace, because of inferior natural resources, inadequate bulk, and imperfect organisation, but the position of Europe is not so desperate that it may not be recommended by inertia in America and energy at home. Moreover, Americans must recognise that this is war to the death—a struggle no longer against single nations, but against a continent. There is not room in the economy of the world for two centres of wealth and empire. One organism, in the end, will destroy the other. The weaker must succumb. Under commercial competition, that society will survive which works cheapest; but to be undersold is often more fatal to a population than to be conquered."

It is a terrible prospect and one which Continental statesmen contemplate with something verging upon dismay—this struggle in which "affections, traditions, and beliefs" will be as naught, and in which utter ruin confronts the vanquished.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 13th December, 1900. [29]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'AGUILAR STREET.

Hongkong, 27th April, 1900. [34]

KANGA OF JAPAN (REGISTERED) RIGAUD and Co. PARIS

Kangas Water, the most delightful Toilet Water, it renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

Now Sold in Perfumery RIGAUD'S KANGA EXTRACT RIGAUD'S WHITE ROSE RIGAUD'S MELATI EXTRACT RIGAUD'S KORA D'AFRIQUE EXTRACT RIGAUD'S LILY OF THE VALLEY EXTRACT RIGAUD'S YLANGYLANG EXTRACT RIGAUD'S BANTAM EXTRACT RIGAUD'S JASMINE or CHAMPA EXTRACT 8, RUE VIVIER, 8, PARIS

Intimation.

HONGKONG RIFLE ASSOCIATION.

PROGRAMME

OF THE NINETEENTH ANNUAL PRIZE MEETING TO BE HELD AT KOWLOON, TO-MORROW, (FRIDAY), SATURDAY AND MONDAY, the 5th, 6th and 8th April, 1901.

UNDER the Distinguished Patronage of His Excellency Sir H. A. BLAKE, G.C.M.G., Vice-Admiral Sir E. H. SEYMOUR, K.C.B., H.E. Major-General GASCOIGNE, C.M.C.

1.—Championship, 1st Stage.—Distance 200 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Position, Standing or Kneeling. Three prizes value 50 per cent. of the entries with \$15 added.

2.—Championship, 1st Stage.—Distance 500 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Position any. Three prizes value 50 per cent. of the entries with \$15 added.

3.—Championship, 1st Stage.—Distance 600 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Position any. Three prizes value 50 per cent. of the entries with \$15 added.

4.—Championship, 1st Stage.—For competitors whose respective scores in Nos. 1, 2 and 3 make up the highest aggregate. Entrance fee 50 cents.

1st Prize \$15
2nd " 10
3rd " 7
4th " 5

5.—Championship, 2nd Stage.—Distance 500 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

6.—Championship, 2nd Stage.—Distance 600 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

7.—Championship, 2nd Stage.—For competitors whose respective scores in Nos. 5 and 6 make up the highest aggregate. Entrance fee 50 cents.

1st Prize \$15
2nd " 10
3rd " 7
4th " 5

8.—Championship, 3rd Stage.—Distance 700 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

9.—Championship, 3rd Stage.—Distance 800 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

10.—Championship, 3rd Stage.—For competitors whose respective scores in Nos. 8 and 9 make up the highest aggregate. Entrance fee 50 cents.

1st Prize \$15
2nd " 10
3rd " 7
4th " 5

11.—Championship Grand Aggregate.—For competitors whose respective scores in the Three stages of the Championship make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit, as laid down by rule 12 in Ladies' Competition. Seven to ten prizes, according to number of entries.

12.—Nursery Aggregate.—Restricted to members other than A. Class Shots, who joined the Rifle Association on or before 1st March, 1901. (For List of A. Class Shots see Appendix to official Programme). Distances 200, 500, 600 yards. No. of Shots—Seven at each distance. Position, kneeling at 200 yards, any position at 500 and 600 yards. Entrance fee \$1.00. Prizes in proportion to number of entries—one prize to every four competitors. Prizes to be selected in order of merit as in Ladies' Competition.

13.—All Comers.—Competitions for all comers. Rifles or Carabines, will take place simultaneously with the foregoing events at Ranges—200, 500, 600, 700 and 800 yards. No. of Shots—Five at each range. Unlimited Position. Entrance fee 50 cents per shot. Prizes 200 yards Standing or Kneeling. Other ranges any position.

1st Prize at each range \$10
2nd " 7
3rd " 5

14.—All Comers Aggregate.—For competitors whose respective highest scores at each range, in No. 13, make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit as laid down in Ladies' Competition.

15.—Ladies' Nomination.—Open to Lady Members or their Nominations. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

1st Prize at each range \$10
2nd " 7
3rd " 5

16.—All Comers Aggregate.—For competitors whose respective highest scores at each range, in No. 15, make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit as laid down in Ladies' Competition.

17.—Ladies' Nomination.—Open to Lady Members or their Nominations. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

1st Prize at each range \$10
2nd " 7
3rd " 5

18.—All Comers Aggregate.—For competitors whose respective highest scores at each range, in No. 17, make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit as laid down in Ladies' Competition.

19.—Ladies' Nomination.—Open to Lady Members or their Nominations. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

1st Prize at each range \$10
2nd " 7
3rd " 5

20.—All Comers Aggregate.—For competitors whose respective highest scores at each range, in No. 19, make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit as laid down in Ladies' Competition.

21.—Ladies' Nomination.—Open to Lady Members or their Nominations. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

1st Prize at each range \$10
2nd " 7
3rd " 5

22.—All Comers Aggregate.—For competitors whose respective highest scores at each range, in No. 21, make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit as laid down in Ladies' Competition.

23.—Ladies' Nomination.—Open to Lady Members or their Nominations. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

1st Prize at each range \$10
2nd " 7
3rd " 5

24.—All Comers Aggregate.—For competitors whose respective highest scores at each range, in No. 23, make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit as laid down in Ladies' Competition.

25.—Ladies' Nomination.—Open to Lady Members or their Nominations. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

1st Prize at each range \$10
2nd " 7
3rd " 5

Intimations.

(Continued.)

9.—Two sighting shots—tickets price 10 cents each to be obtained at Committee tent—will be allowed at each range in every competition.

10.—Range-keepers (on the day on which they have kept, or are detailed to keep a range, for not less than 12 hours) and the Hon. Secretary will have precedence over other members.

11.—Firing entries to commence at 9.30 and cease at, or about, but not later than 5.30 p.m.

12.—Competition No. 15 will be fired between 3 and 5.30 o'clock on Monday, 8th April, weather permitting, during which time no other Competition will take place.

13.—Ladies' Winners, in order of merit, shall be permitted to select their prizes, provided that they, or some persons authorized by them, attend at the Committee Tent at the conclusion of the Competition. Any winner who does not attend or is not duly represented will have a prize allotted by the Committee.

14.—Every Competitor for the Championship Prizes is specially requested to send in his scores to the Committee Tent not later than 3 p.m. on Monday, 8th April.

15.—Ties and matters not otherwise provided for, will be decided by Hickey Rules.

16.—Competitors must write their names and descriptions on their tickets distinctly, in English characters.

17.—The Committee tent, where tickets and all information can be obtained, will be near that 500 yards range and persons wishing to cross the range must pass behind the firing points.

The Committee reserve to themselves the right to alter the description of any of the prizes herein stated, and also times of Shooting, Entry, Ranges, and Targets.

Persons wishing to join the Rifle Association should send their names with the requisite fees, to the Hon. Secretary. Subscription \$5; Ladies \$1. Ladies under 16 years are not eligible for membership.

Members are reminded that they are not entitled to fire as such, or to the enjoyment of any privileges unless their subscriptions are paid on or before noon on Wednesday, 3rd April.

Range have been detailed as follows:—

200 yards—FRIDAY, 9.30—5.30.
SATURDAY, 9.30—5.30.
MONDAY, 9.30—5.30.

500 yards—FRIDAY, 9.30—12.00.
SATURDAY, 2.00—3.30.
MONDAY, 11.30—1.00.

600 yards—FRIDAY, 12.00—3.00.
SATURDAY, 3.30—5.30.
MONDAY, 1.0—2.45.

700 yards—FRIDAY, 3.00—4.15.
SATURDAY, 9.30—11.30.
MONDAY, 9.30—10.30.

800 yards—FRIDAY, 4.15—5.30.
SATURDAY, 1.30—3.30.
MONDAY, 10.30—11.30.

Ladies' Nomination.
300 yards—MONDAY, 3.00—5.30.

Programmes and Entry Forms may be obtained from, and Subscriptions paid to, ALEX. MACKENZIE, 60, Queen's Road.

Hongkong, 26th March, 1901. [45]

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Number of which said Notes are as follows:—

Series V 49, 1 to 1,000 of \$1 (One Dollar) each.

Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOQUE, Acting Manager.

Hongkong, 26th February, 1901. [261c]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSALTON for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th February, 1901. [200c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1901. [17]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [12]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1901. [17]

Intimations.

THE ROBINSON

PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 13th March, 1901. [26]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS nor the OWNERS of the S.S. COLONIES will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew during her stay in this port.

Hongkong, 18th March, 1901. [340c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD, Victoria Building.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [38]

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [40]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16c]

SIEN TING,

SURGEON DENTIST,

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1900. [39]

Vovrossisk, Russian torpedo boat, 87 tons. 4 | *Nashville*, U.S. cruiser. Comdr. P. P. P.

Podoromisk, Russian torpedo boat, 23 tons, 1
Newark, U.S. cruiser, 4,600 tons, Comdr. Mc

Calla, at Hongkong.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCullum, at Manila.
Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Hongkong.
Petrel, U.S. gunboat, 800 tons, 4 guns, 1,095 h.p., Comdr. C. C. Gamwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Solace, U.S. cruiser, 3,000 tons, Comdr. Demlap, at Shanghai.
Whetling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burrell, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,594 h.p., Comdr. C. S. Sperry, at Hongkong.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, en route Manila.

THE ITALIAN SQUADRON.
Calabria, Italian cruiser, Taku.
Elba, Italian cruiser, 2,720 tons, Capt. Ceccconi, Taku.
Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.
Sramboli, Italian cruiser, 3,893 tons, Captain R. Marselli, Hongkong.
Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.
Fatshan, British steamer, 1,425, J. Dick—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,452, C. Vi Lloyd—Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain—Chi Wo & Co.
Tui-on, British steamer, 724, J. Lawrence—Tai On Steamship Co.
Pak Kong, British steamer—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.
Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke—Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Lunghai, British steamer, 141, G. F. Morrison, R.N.R.—Hongkong, Canton and Macao Steamboat Co.
Kiangshing, Chinese steamer, 583, Holmes—China Merchant Steam Navigation Co.
Canton and West River.
Lunghai, British steamer, 141, R. D. Thomas—Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chou, Chinese steamer,—Ah Yon.
Hongkong and West River.
Saihong, British steamer, 350, D. Bowie—Kwong Wan Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Kwai Lum, British steamer,—Kai Hing & Co. Ltd., American lorchas.
Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.—J. M. & Co. and B. & S.
Lorchas and Schooners.
Kutling, lorchas, to, Reynolds, Hongkong to Canton,—Hung Sun Sing.

Post Office.
A Mail will close:—
For Macao—Per *Heungshan*, to-morrow, the 5th instant, at 9 A.M.
For Canton—Per *Fatshan*, to-morrow, the 5th instant, at 9 A.M.
For Kumechuk and Samshui—Per *Tung-kong*, to-morrow, the 5th instant, at 9 A.M.
For Bangkok—Per *Machur*, to-morrow, the 5th instant, at 9 A.M.
For Shanghai—Per *Taijiang*, to-morrow, the 5th instant, at 9 A.M.
For Swatow—Per *Thalei*, to-morrow, the 5th instant, at 9 A.M.
For Heliou, Pakhoi and Haiphong—Per *Highao*, on Saturday, the 6th instant, at 3 A.M.
For Bangkok—Per *Phra Chula Chom Klao*, on Saturday, the 6th inst., at 9 A.M.
For Moji, Kobe, Yokohama, Victoria and Tacoma—Per *Clavering*, on Saturday, the 6th instant, at 11 A.M.
For Manila—Per *Loongiane*, on Saturday, the 6th instant, at 3 P.M.
For Shanghai—Per *Eyemoo*, on Saturday, the 6th instant, at 3 P.M.
For Swatow, Amoy and Tamsui—Per *Maid-nuru Maru*, on Saturday, the 6th inst., at 5 P.M.
For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glenogh*, on Monday, the 8th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Ernest Simon*, on Monday, the 8th instant, at 11 A.M.
For Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Tuesday, the 9th instant, at 3 P.M.
For Manila—Per *Yuensan*, on Tuesday, the 9th instant, at 3 P.M.
For Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Tartar*, on Tuesday, the 9th instant, at 5 P.M.
For Singapore, Penang and Calcutta—Per *Arratoon Agar*, on Wednesday, the 10th instant, at 2 P.M.
For Amoy and Manila—Per *Sungkiang*, on Wednesday, the 10th instant, at 4 P.M.
For Timor, Port Darwin, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Australion*, on Thursday, the 11th inst., at 11 A.M.
For Singapore, Penang and Bombay—Per *Bombay*, on Thursday, the 11th inst., at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Chusan*, on Saturday, the 13th inst., at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Copile*, on Saturday, the 13th instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Kongk Allier*, on Wednesday, the 17th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 17th instant, at 11 A.M.

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